





Today's  
Advertisements.

## VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the Club Gymnasium, on TUESDAY, the 21st instant, at 5 P.M.

BUSINESS:—(1) Adoption of Report and Balance of Accounts; (2) Alteration of Club Rule No. 15 and 29.

W. MACHILL,  
Acting Hon. Secretary

Hongkong, 21st May, 1898.

## A LONG FELT WANT! LATEST SUPPLIED.

MR. J. EDWARDS having obtained a lease from the Government, and having erected a PIER and COMMODOUS MATHS at WATERFALL BAY, will run the first-class steam launch "SHUN LEE" from BANK WHARF every day during the BATHING SEASON, commencing on June 1st next.

The launch will leave Bank Wharf at 4.30 and 5.30 P.M., returning to Hongkong at 7 P.M.

Single Trip ticket ..... \$1  
Monthly ticket (five months) ..... \$5  
Season ticket (five months) ..... \$20

Payable in advance or on the launch. Bathing suits and towels supplied.

Special terms for FAMILIES and SCHOOLS by arrangement.

All communications to be sent to J. EDWARDS, Marine Club, 17, Praya Central, Hongkong, 21st May, 1898.

## LEAVING ON THE 24TH MAY.

MRS. JOSEPH NORTH, PHRENOLOGIST AND SCIENTIFIC PALMIST.

LADIES and GENTLEMEN who have not yet availed themselves of Mrs. NORTH'S wonderful skill, should not lose this opportunity. GLENKILLY BUILDING, Hours 10 to 6 P.M., or by appointment after Business Hours.

REDUCED FEES.

Hongkong, 20th May, 1898.

## Intimations.

DAKIN, CRUICKSHANK & COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO.,  
LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR'

\*SANITARY FLUID.

DISINFECTANT, GERMICIDE,

ANTISEPTIC AND DEODORISER,

NON-POISONOUS,

NON-CORROSIVE,

DOES NOT STAIN.

## OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant and Germicide, and is a Deodoriser of the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,

Member of the Chemical Society

of Paris and St. Petersburg;

Bacteriological and Agricultural Expert.

5 gallon drum ..... \$10.00

do ..... 4.25

do ..... 2.25

Flat tin ..... 0.50

## 'APENTA'

The best natural Aperient Water bottled at Bada Pest under the direct supervision of the Royal Hungarian Chemical Institute

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 16th May, 1898.

## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 21, 1898.

## THE BLACK DEATH.

Amid the din of battle, the animosities of nations, the strife of races, the gathering together of different peoples in warlike array, while mighty empires are threatened with destruction, while ancient kingdoms are being revived until they threaten to swamp the earth, while the whole world is in the throes of upheavals which may alter the political map of every continent, while the Latin races snarl and show their teeth at the Anglo-Saxon, while the Slavonic and Turanian are potent factors with an unknown future, while the glorious reign of our dearly loved Lady Victoria, the Great and Good, is in danger of closing amid an unprecedented storm of bloodshed and chaos—while all these matters monopolise the attention of the civilised world, there is a more serious, more deadly peril which escapes attention. What matters it whether the world be Russian or Anglo-Saxon, Mongolian or Maori, if it be plague-ridden? What matters it how the country be ruled if all the people perish of pestilence? What matters it whether all or none of the map be coloured red and marked British if the whole world is to be depopulated by black plague? What matters it that Empires rise or fall if the end of the world is upon us in the shape of this hideous Black Death? Nay, we will come down to a narrower view nearer home. What do you, reader, care for the fate of the world if you are to die to-morrow? What does the writer care for the Universe if his dearest is dead? Our paltry politics, what are they to the extermination of the human race? The petty squabbles of puny princelings, the interminable disputes of diplomatists, the wrangles over mere money, legislation, authority, what are they, what will they be when the human race is extinct? Or, let every one else live, but a few be taken at hap-hazard; if we are among the few, it is everything to us.

This is "an extreme view" of course; this is "fantastic," this is "sensational." Very well. Who will die next? Ask of the dying whether he feels sensational, ask of the living how long he will live, ask the doctors if they can cure plague, ask the cleverest and wisest in the world if they can tell who may feel safe. None. We "must not create a scare," we "must not cause needless alarm." Better a thousand needless alarms, than die once for want of warning.

Bubonic plague is worse in Hongkong than it ever has been, that is to say, it is in a more virulent form than any ever known, and not merely more virulent but more erratic in its choice of victims. Already the total number of deaths this year is twice or thrice the total at this date in 1894. The number of deaths reported per day has not yet reached the highest daily figure of 1894 but the total is very much higher and the declination is much steeper.

Nothing yet has had any effect in checking the ravages of bubonic plague. Eminent bacteriologists have discovered the plague germ, but have not yet discovered what to do with it. Some day, the experiments which are from time to time made with the plague bacillus may result in the discovery of some form of cure, but in the meantime and until further notice the discovery of the bacillus is of no more use than the discovery of the disease itself and the deaths caused thereby. Several clever scientists have experimented with several kinds of serum, and their interminable arguments are still continuing, but the plague still goes on killing. Sanitary authorities in various places have feebly tried to clean the districts within their jurisdiction; and those that do not have jurisdiction have made the best pretence they could. Voluminous regulations have been made and remade, stupid quarantines have been established, medical inspections and segregations and other things done of little interest to the plague bacillus itself. Some people advocate chloride of lime and quinine, others say plenty to eat and drink and smoke; some say clean the drains, others say burn the rubbish; some say pull down the houses, others say segregate the patients, and the plague goes on just the same. Of what use is a spoonful of chloride of lime against a cellarful of putridity? Of what use is a bucketful of Jeyes' Fluid down a drain while the ground itself is sodden several feet deep with the accumulated sewage of several generations? Of what use is it to segregate a man who falls ill and leave a hundred similar men amid similar surroundings, ready to fall similarly ill at a moment's notice? Of what use is any injection of serum when people live in constant inhalation of deadly poison night and day and care nothing? Of what use is it to preach generous nourishment to a populace of starving, drugging slaves? Of what use to preach hygiene to a seething mass of human reptiles herding in hundreds together in noisome, black holes because they simply cannot house themselves better? Of what use to preach sanitation to myriads of miserable wretches with one latrine to every five hundred of them, wretches who need every copper cash to save them from starvation and cannot if they would afford the luxury of decent habits? At any rate, we have to face the hard fact that the plague goes on and on, and we must fight it or else fold our hands composedly and await our doom, cheerfully meanwhile burying our dead and watching for the death of others—or shutting our eyes to what goes on around us. Beginning in the marshy, upland valleys of Yunnan in 1892, the plague has crept on steadily, relentlessly, down to the

coast, all over Kwangtung and Kwangsi, all over southern China ports and Formosa, then suddenly it jumped to Bombay, then spread all over the western side of India; now it has attacked the eastern side. Hitherto only occasional sporadic cases have appeared elsewhere, as for instance in Japan, Straits Settlements and in Europe; but thus it always began. So it began in Hongkong, first with two or three cases which were denied; Hongkong was too healthy and these cases were malaria or some such trivial thing. Then they were admitted to be plague, but of course plague could never get a footing in Hongkong, the conditions of sanitation were too perfect, good water and efficient sanitary staff, good drainage, alert medical officers—these were sufficient guarantee against the possibility of an attack of plague; and in 1894 the impossible did happen and the Colony was almost half ruined. In India there were a thousand reasons why bubonic plague could not possibly exist. Bombay was too tropical, for one thing, it had an excellent quarantine system for another thing. The impossible happened in Bombay again, thousands died and the city is more than ruined, it is desolated for a whole generation, and the Indian Empire itself has been thrown into imminent danger—bankrupt, torn by disaffection, secession, indignation at the helplessness of the people and their rulers, resentment at unpopular measures which are not effective enough to be convincing. The impossible has happened, the plague has gained a footing in India, the places which were known to be clean are found dirty, the sanitary officials who were known to be so active and energetic are found to have done nothing and to be utterly powerless. Last and (let us say, selfishly) worst, the plague now attacks Europeans fiercely. As long as only Asiatics died, or an occasional exceptional European, we did not really care very much. It was a nuisance to lose so much trade, it was an inconvenience to have our house servants and office clerks disappearing one by one just when we wanted them, it was a shame to be quarantined in every port in the East, to have mails handed out at the end of a ten-foot pole from steamers anchored beyond the harbour limits, but still nobody bothered to take any extreme steps, for Europeans felt fairly safe, and extremes are always to be deprecated. Death is an "extreme," and there is no mingling matters about Death. A scare is to be deprecated—let us then not be scared of death; but let us not blind ourselves to what threatens. There is no need to be excited, but there is need to set to work in earnest, fighting for our lives if we value them, or fighting for others' lives which we value. Nothing yet done has proved efficient. When the plague came in 1894 much was done and the plague went away. People said, therefore, that what was done had driven away the plague. It was a fatal mistake; the plague subsided as erratically as it started, and here it is again amongst us worse than ever. Where then are all the precautions that have or ought to have been adopted in the last three or four years? Where now is the effect of the measures then begun? The plague is where it was, except that it carries off more Europeans now, and more swiftly. Surely, this fact is sufficient proof that enough has not been done, that there is urgent need to do more, much more. Surely, what has been lamentably insufficient during four years will continue insufficient. Surely, the losses we have suffered are justification enough to call for serious agitation in favour of drastic measures. Surely, the "moderate" policy has had a fair trial, surely the failure is complete. The time for moderate measures is past, the day of euphemism and optimism is gone, the right has arrived to call things by their right names, to recognise that the pneumonic form of plague which has now broken out in Hongkong is invariably fatal, the time for suppressing the truth is justified. What shall it profit the Colony if we save a "scare" and lose our lives? What gain is it to us if we can deceive the authorities of other ports for a while and suffer the worse boycott afterwards? What advantage is there in economising a little money now to lose millions in another month or two? Why should we spare anything at the present moment at the cost of a future loss which may outlive and kill the Colony? While we are discussing how Hongkong may be bombarded by the fleets of other nations, or invaded by their armies, a far worse enemy is working the destruction of Hongkong unnoticed, or only half noticed. The Defence of the Colony is now out of the question; the enemy is here, amongst us, in full possession. Is the death-roll not yet big enough to bring people to their senses? Must more of us die, before we will care?

The measures hitherto tried may possibly have checked the ravages of plague to a small extent. Let us concede so much. But it is undeniable that the plague is still spreading, that it is gaining on us; and as long as it continues to gain on us, the fact proves surely that the measures are inadequate. Better to take ten times too much precaution than a half-breadth too little, better to overdo prevention than to permit the further advance of the deadly disease, better to waste money in saving life than to waste life in saving money. Better to abandon everything of earthly belongings, money, buildings, land, trade, property of any kind, rather than sacrifice health and life. To you, reader, or to the writer, better spend all the millions of dollars in the world than lose your life or ours—even if you or we care nothing for the life of any other. Better cry "Wolf" a thousand times, than die once.

First of all, the place must be made clean, clean, clean! Not "clean enough," nor "cleaner than it was," nor "as clean as can be expected," but clean absolutely and immediately. No more "gradual progress," no more "appreciable amelioration," for while it is graduating and ameliorating, to-morrow you or we may fall dead in the midst of life and health. Let every dirty place be completely cleaned or completely destroyed, whichever is quickest, regardless of expense. Here is a population of a quarter of a million people, almost all utterly ignorant of the rudiments of cleanliness and sanitation. It is not possible to teach so many expeditiously with fewer than five hundred sanitary inspectors. Then, each sanitary inspector would have five hundred people to look after, and it would take him all his time. At present there are ten or fifteen; we might as well have one, or none. It is idle to blame them for not doing their work; it is hopeless to expect they can. Let any European who has experience of Chinese think how many of them he himself can properly superintend in the matter of cleanliness. He will find it hard to keep half a dozen of them up to the mark. Five hundred is, if anything, too conservative an estimate. There must be without delay five hundred men carefully instructed and with ample powers; burn all the red tape, sweep away all obstruction, leave all deliberation to those who like it, but let the work proceed. Let the masses of Chinatown be provided immediately with ample latrines and bath accommodation. If necessary improvise any sort of latrines and baths for the moment; until permanent ones can be established; no less than one latrine and one bath to every fifty of the population. Leaving out the better class who may be already provided, there are 200,000 coolies in abject poverty to be supplied. It is not enough to have places to which they can go at the cost of ten minutes' walk, for the coolie does not understand why he should walk half a mile if there is a dark corner convenient for him to defile. We do not mince words, because it is a matter of life and death to every one of us. Perhaps there may be only one European in a thousand and picked off for sudden death; but do you, reader, wish to be that one?

REUTERS' MESSAGES.

OBITUARY.

LONDON, May 19th.

The death is announced of Mr. W. E. Gladstone.

THE SPANISH-AMERICAN WAR.

In view of the severe American censorship it is difficult to obtain reliable news.

A Spanish squadron, organised at Cadix, and consisting of one battle ship, seven cruisers and three torpedo vessels, is expected to sail for the Philippines at the end of the month with 12,000 troops.

The United States Volunteers and Militia are not yet prepared for campaigning.

THE WAR.

The Reuters' telegram which we publish to-day, if the news which it contains should prove to be true, entirely alters the aspect of the situation. Everyone naturally supposed that the destruction of the Spanish fleet in Manila Bay by the American squadron had sounded the death knell of Spanish domination in the Philippines, and that the capitulation of Manila, and the subsequent conquest of the whole of the Philippine archipelago by the Americans, could only be a question of time. True, a stout resistance was expected to be offered to the landing of American troops by the Spanish garrison of Manila, but the general opinion tended towards the belief that it would be the nature of a last stand, and that the American troops would inevitably be the victors, notwithstanding the momentary delay of such an unlikely contingency as help arriving from Spain. The squadron, consisting of one battleship, seven cruisers, and three torpedo vessels will outnumber that of Admiral Dewey even when he has been reinforced by the arrival of the *Charleston*, which is to convey the *City of Peking* conveying the American troops from San Francisco, while the fleet from Cadix will make the Spanish land forces more than twice that of the Americans.

Reuters further informs us that "The United States Volunteers and Militia are utterly unprepared for campaigning," and this naturally points to further delay in their departure from San Francisco, particularly now that the force is to be increased from five thousand to fifteen thousand men. The fact that Spain is sending help to the Philippines, too, if it be a fact, will probably cause the Americans to still further increase the number of troops to be sent to clear Manila Bay, and this will of course mean still further delay. More transports will have to be obtained, more stores put on board and more outfit prepared, and none of these things can be done in a day. The Americans apparently have no lack of volunteers, for we are informed by the United States press that even Choctaw Indians have offered their services for the fighting, so the delay must all be for want of proper and adequate organisation and preparation.

While the case and granted that the Spanish squadron will be allowed to proceed by way of the Canal, we shall see a grand race between the two forces, the prize being Manila and the Philippines, for without doubt, the advantage will be greatly on the side of the belligerent that can place his men quickest in the field. Should the Spanish fleet win the grand race, then Admiral Dewey is likely to have a harder task before him than that at the battle of Manila Bay, for it is not likely that he will have a virtual "walk-over" a second time.

## LOCAL AND GENERAL.

THE U.S. gunboat *McCulloch* is expected here with despatches from Manila on Monday night.

A CHINA MAN, for stealing two gold rings from a brothel, was to-day sentenced to two months' hard labour.

At the Roman Catholic Cathedral special services are to be held to-morrow (Sunday), in supplication for the cessation of the plague.

A FIFTY-ONE-year-old Chinese boy laid felonious hands on a box which did not belong to him, and he was to-day sentenced to ten strokes with the birch.

WILLIAM KIRKNESS, a police constable at the naval yard at Kowloon a few days ago, fell from a verandah and broke his leg, also sustaining internal injuries. He was taken to the hospital, where he died on Thursday, the remains being interred yesterday.

FOR delaying the marriage of an Imperial Edict the manager of the Tientsin Telegraph Office has been temporarily deprived of his button. He has been especially denounced and two bad marks will be recorded against him. One of the operating students is to be fined half a year's salary.—*Mercury*.

ACCORDING to a Tientsin dispatch, the Viceroy Wang, as Imperial High Commissioner of the Peking, has appointed an expectant Naotai named Yen Tao-hung to Wei-hai-wei to delimit the boundaries of the land leased to Great Britain, and Commissioner Yen starts from Tientsin on his new duties sometime next week.

We call the attention of our readers to the new building resort which, according to an advertisement appearing in another column, is to be opened on the 1st prox. The want of a resort of this description has long been felt, and doubtless the public will flock to Waterfall Bay in force. We wish Mr. Edwards every success in his new venture.

Mr. T. V. Twining and Mr. Sydney H. Morris leave to-morrow for Amoy to fulfill a special engagement for Queen's Birthday, returning here on the 29th. Mr. Twining has decided to remain in Hongkong during June and July and intends giving popular concerts at Park Hotel and City Hall, and will be prepared to accept private engagements for Mr. Sydney H. Morris.

It seems that the citizens of Dundee laid themselves out to celebrate the centenary of the Battle of Camperdown last month, and *filled* the Earl of Camperdown, the descendant of the famous Admiral Duncan, as the Romans probably did seise in the Capitol in memory of and in compliment to the distinguished birds that once saved Rome. This is very natural, and praiseworthy; and when Scotch men have a famous compatriot to celebrate, they make the most of him. Small blame to them.

On the night of the 12th instant as seven post-boats belonging to nine native private agencies at Shanghai and laden with a considerable sum of money were proceeding on their way to Soochow and Changchow, two of the number which had got ahead of the rest of the fleet, upon arriving at a busy market town called Chén, were attacked by some piratical craft, which were apparently lying in wait for the post-boats. The pirates got away with several thousand dollars before the other boats could come to the rescue.

SOME surprise has been created in St. Petersburg by the sudden way in which the publishers of the *Russ* ceased to issue their paper. Hajduburoff, the publisher, was thought to be in financial difficulties. This is, however, a mistake. Hajduburoff lately employed an assistant named Drabon-retsky, who signed as responsible editor. This man was nothing but a police spy, who had obtained the position to inform the police of what was going on in journalistic and literary circles. He was paid for this 2,000 roubles a year. When Hajduburoff discovered the true character of his editor he dismissed him, and stopped publication.

MAJOR-GENERAL Wesley Merritt who has been appointed to the charge of the U.S. troops proceeding to Manila was born in New York in 1836 and entered the army as a cadet at the age of 15. His career throughout the Civil War was distinguished by much gallantry and he has been engaged in the suppression of the majority of the risings and insubordinate disturbances which the United States during the past thirty years have been called upon to put down. In July 1882 he was ordered to West Point as superintendent of the Military Academy remaining there till 1886, when he was raised to the rank of a Major-General and assigned to the command of the Department of the Missouri.

An exceptional act of gallantry has come to our notice, although it is rather late in the day. Mr. Hardy, second officer of the steamship *Shantung*, distinguished himself in January last in a manner that entitles him for the recognition of the Royal Humane Society. While his vessel was going out through Ly-ee-mun Pass a Chinese boat containing two women, an infant and one man, tried to come alongside and capsize in so doing. Mr. Hardy at once jumped overboard and caught hold of a woman and the child and supported them. While doing so he was clutched by the Chinese boatman but fortunately managed to secure a floating oar by which he was able to keep himself and the three persons afloat until picked up by a boat from the ship. Such acts of bravery are continually happening in the China coast trade, and although it took place so long ago we think it only right that Mr. Hardy's plucky action should be recorded. A more frequent recognition of these deeds would encourage British mariners to emulate them.

THE *Saturday Review* has again a few words to say to Mr. Curzon, as follows:—"At the meeting of his constituents on Monday night Mr. George Curzon devoted a speech of two hours solely to the forward policy of the present Government. It was a curious performance, and exceedingly difficult to describe fairly; but we have dealt with it at some length in another column. Here we shall only criticise the manner of it. It began, as might have been expected, by a modest declaration that Mr. George Curzon is better fitted to speak on the subject than any one else. For over ten years I have honestly done my best by study, by travel, and by effort to master this problem of the Indian Frontier. I was in Chitral. I know the country of the *Alpids* and the *Orals* and so forth. Will none of his friends point out to Mr. Curzon how silly and impudent this egotistic conceit is in a man occupying an official position? What was pardonable in the boy of ten years ago is inexcusable in the man of to-day. Some one will have to apply to Mr. Curzon the criticism which Alexander von Humboldt passed on Bayard Taylor: 'There has never been any one,' said the great German, 'who has been so much, and read so much, and knows so little.'

A STOWAWAY, named Georgetown, was to-day fined ten dollars or one month for stealing a ride in the steamer *Endomans* from Saigon to Hongkong.

AN ANNAWITE, named Dis, tried to desert a countryman on board the steamer *Hanchi*, and to-day Captain Hastings sent him to goal for fourteen days' hard labour.

A MILITARY billiard tournament was concluded this week at the R.A. Sgts. Mess North Barracks, and class Mr. Gr. Sibbora had an easy win from Sgt. Bowers R.C. and Q. M. S. Smith took third honors. The contest excited a great deal of interest amongst the Sgts, and we understand that similar contests are being organised in other messes.

In India, there are training schools for the Police, where would-be Inspectors attend lectures on the Indian Penal Code, the Criminal Procedure Code, Indian Evidence Act, local and special laws relating to police duties, medical jurisprudence and anthropometry. The students, also, pass through a course of drill, and learn sword exercise and firing. The public are admitted to the lectures and training, at a charge of Rs. 20 a month, while members of the Force have no fee to pay whatever.

We have received the annual report and statement of accounts of the Sph. Committees of the Victoria Recreation Club, which sets forth the progress of the Club during the past year and the state of its property. The report states that an increased interest in rowing is apparent, but that the gymnasium has little support save as an adjunct of the boating, no competitions having been held there during the year under review. The Bar account shows a satisfactory balance and the number of members is stated at 302. We wish the Club all prosperity in the present year.

A PROMINENT member of the Russian General Staff gives the following statistics of the armed forces of Japan:—Japan has adequate facilities for landing large bodies of troops in Asia. The standing army numbered 65,478, and the reserve 166,000 in 1896, and consisted of seven divisions, including one of guards. In 1899 the army will number twelve divisions, or three hundred and five thousand men in all. The troops look very smart, and are full of courage, but are at once demoralised by a reverse. The cavalry is on the French model, but the horses are not worth much. The foreign military attaches were admitted to the manoeuvres last autumn for the first time. The troops showed that they had learned their Prussian lessons well, and gave the impression of clever children fully conscious of their own talent. They waded through the rice swamps and climbed the heights very well, but soon grew tired, and needed long rests. During the war they engaged a large gang of Chinese, who had to do all the fatigues work. The Government has now begun to serve out meat rations, in order to fit them for severe exertion. They are extremely skilful as scouts, but the cavalry is much inferior to the Cossacks. The whole Japanese railway system is designed strategically, and admirably adapted for instant concentration at any desired point, whether for defence or offence.

MRS. BENJAMIN, Kelly and Potts in their *Weekly Share Report* state:—Business has again been very quiet during the past week and sales with a few exceptions remain unchanged. Banks.—Hongkong and Shanghai Banks have been doing in small parcels at 190 and 189 per cent. premium, closing with buyers at the latter rate. The London quotation is 146. Nationals remain unchanged with sellers at 118. Shipping.—Douglas Steamships have again been sold at 158. Indo-China are offering at 161. Refineries.—Both China Sugars and Luxons are quiet with sellers at 1160 and 1162 respectively. Mining.—Panama's a fair number of shares have changed hands at 115.15 and 115.25 and close steady. Bank are obtaining small lots at 122. New Baltimore remain unchanged. Jelco has continued to advance, and shares have changed hands at 133.13 and 134, closing with buyers at the latter rate. Dock, Wharves and Godowns.—Hongkong and Whampoa Docks sold at 252 per cent. premium, and are still in demand. Kowloon Wharves are wanted at 155.15. Lands, Hotels and Buildings.—Hongkong Lands are still obtainable at 172.12. Hotels are steady with sales at 155. Miscellaneous.—Green Islands Old have been placed at 187.15; the new shares are steady at 187. A. S. Watson have been negotiated at 112. Fenwick have changed hands at 120. Tramways have improved and have been done at 1107.100 are required for at 1100, but there are no sellers under 1110.

MRS. WHELOCK & Co's *Freight Market Report* dated Shanghai, 16th May, 1898 says:—"We have to record a rise of 5/0 in New York direct rates, and though it came about somewhat suddenly, it was only to be expected sooner or later, in sympathy with the rise of London. The new tariff rates to London will be charged after the 21st May. Coastwise.—There is little to report beyond a maintenance in rates, and while there has been a fair inquiry for vessels, nothing new has transpired, owing to the lack of available tonnage. For Hongkong, *The Onyx* left here on the 13th to load for London. At present it is impossible to form an idea of what her rate will be, but Taiten & Co. are to think that she will leave Hankow a full ship. It is intended to circulate here about 24th instant. For London via Suez.—Departures have been five in number, rather more than sufficient for shippers' requirements, business being generally dull all round. As the new tariff rates come into force on the 21st instant, our quotations at last have been altered to conform with the new list. The steamer next in order to load is *Sargolow* to sail about 21st instant. *Canton* to sail about 21st instant. For New York via Suez.—*The Onyx*, now loading, has fixed better than she at one time expected to as regards local engagements, though from outputs very little support has been forthcoming. Her rate was raised on the 3rd instant to 3/6, at which figure she is still quoted, though the greater part of her cargo has been engaged at 2/10. She expects to sail 18th instant, to be followed by *Queen Margaret*, shortly due from Japan, at 2/6 per ton. For New York via Cape.—There are small lots of cargo offering for sale tonnage, but in the absence of any vessel on the berth, nothing has been done.







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU .....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.	TUESDAY, 24th May, at 4 P.M.
OMI MARU .....	THURSDAY ISLAND, MOURILYAN, DUNGENESS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th May, at Daylight.
TOKIO MARU .....	NAGASAKI, KOBE & YOKOHAMA.	MONDAY, 30th May, at 4 P.M.
MIKI MARU .....	KOBE and YOKOHAMA.	THURSDAY, 9th June, at 4 P.M.
SENDAI MARU .....	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHENULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 10th June, at 4 P.M.
RIJOYU MARU .....	SEATTLE, WASH., via KOBE and YOKOHAMA.	THURSDAY, 15th June, at 4 P.M.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 21st May, 1898.

A. S. MIHARA, Manager.

## J.-J. CARNAUD, 3, rue d'Argout, PARIS.

## TIN BOXES STAMPED ARTICLES FOR

## MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co., Paris.

## Consignees.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 17th May, 1898.

## THE LANCASTER SHIPOWNERS CO., LIMITED.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND SINGAPORE.

## THE Steamship

## "EGREMONT CASTLE."

having arrived from the above ports Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

The steamer being under general average, an average bond has to be signed previous to delivery of any goods.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant will be subject to rent.

Bills of Lading will be countersigned by HARTMAN, BUSCHMANN & MENZEL, Agents.

Hongkong, 18th May, 1898.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KURACHI, BOMBAY, COLOMBO, PENANG &amp; SINGAPORE.

## THE Steamship

## "MARQUIS BACQUEHEM."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—  
From Trieste, ex S.S. Imperator transhipped at Bombay.  
From Venice, ex S.S. Maritellano and Carlotto, transhipped at Trieste.  
From Calcutta, ex S.S. Agata transhipped at Colombo.  
From Levant Ports ex S.S. Minerva and Paris.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 19th May, 1898.

## Shipping.

## STEAMERS.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Chartered Steamship

"NANYANG,"  
Captain Lehmann, will be despatched for the above Ports TO-MORROW, the 22nd instant, at 8 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, 21st May, 1898. [664]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship  
"FORMOSA,"  
Captain Douglas, will be despatched for the above Ports, on MONDAY, the 23rd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, 21st May, 1898. [666]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship  
"HANGCHOW,"  
Captain Pearce, will be despatched as above on MONDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 21st May, 1898. [644]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SOURABAYA AND SAMARANG.

THE Company's Steamship  
"HINSANG,"  
Captain Crockett, will be despatched as above on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 18th May, 1898. [659]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship  
"LOKSANG,"  
Captain Leask, will be despatched as above on TUESDAY, the 24th instant, at 2 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 18th May, 1898. [649]

## "BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship  
"BENMOHR,"  
Captain Le Barxillier, will be despatched as above on WEDNESDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 19th May, 1898. [663]

## OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship  
"DEUCALION,"  
Captain Branch, will be despatched on WEDNESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th May, 1898. [660]

## MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship  
"ENERGIA,"  
will be despatched as above on or about the 25th instant.

S.S. "AFRIDI" ..... about 20th June, 1898.  
S.S. "PATHAN" ..... 15th July, 1898.  
S.S. "MACDUFF" ..... 31st July, 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 4th May, 1898. [553]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship  
"SARPEDON,"  
Captain Grier, will be despatched as above on FRIDAY, the 27th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 20th May, 1898. [633]

## FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)  
THE Steamship  
"BELLONA,"  
Captain F. van Biezen, will be despatched for the above Ports on or about the 28th instant.

For Freight, apply to SIEMSEN & Co., Agents.  
Hongkong, 17th May, 1898. [650]

## SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque  
"WEST YORK,"  
W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 7th March, 1898. [519]

## FOR SAN FRANCISCO.

THE 100 A I British Ship  
"IMBERHORNE,"  
Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 19th March, 1898. [414]

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN and HAMBURG,  
PORTS IN THE LEVANTE,  
BLACK SEA and BALTIC PORTS:

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, and SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia ..... Wednesday | 25th May.  
Sachsen ..... Wednesday | 22nd June.  
Bayern ..... Wednesday | 20th July.

Prins Heinrich ..... Wednesday | 17th Aug.  
Darmstadt ..... Wednesday | 14th Sept.  
Prussia ..... Wednesday | 12th Oct.

Sachsen ..... Wednesday | 9th Nov.  
Bayern ..... Wednesday | 7th Dec.  
Prins Heinrich ..... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with

MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.  
Hongkong, 27th April, 1898. [571]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)  
THE Steamship

"BENGAL,"  
Captain L. M. Wilmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 28th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 16th May, 1898. [5]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.  
FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.  
Arizona ..... 5,644 | J. Pantou, R.N.R. | June 14.  
Tacoma ..... 2,549 | A. Dixon ..... July 2.  
Victoria ..... 3,167 | J. Truebridge ..... July 19.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar ..... 1,361 | E. Porter ..... June 4.  
Mogul ..... 1,364 | W. H. Wright ..... June 18.  
Columbia ..... 1,265 | A. Gow ..... July 9.  
Brasmar ..... 1,361 | E. Porter ..... Aug. 13.

THE attention of Passengers is directed to the very cheap rates offered by this Line, Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK &c.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

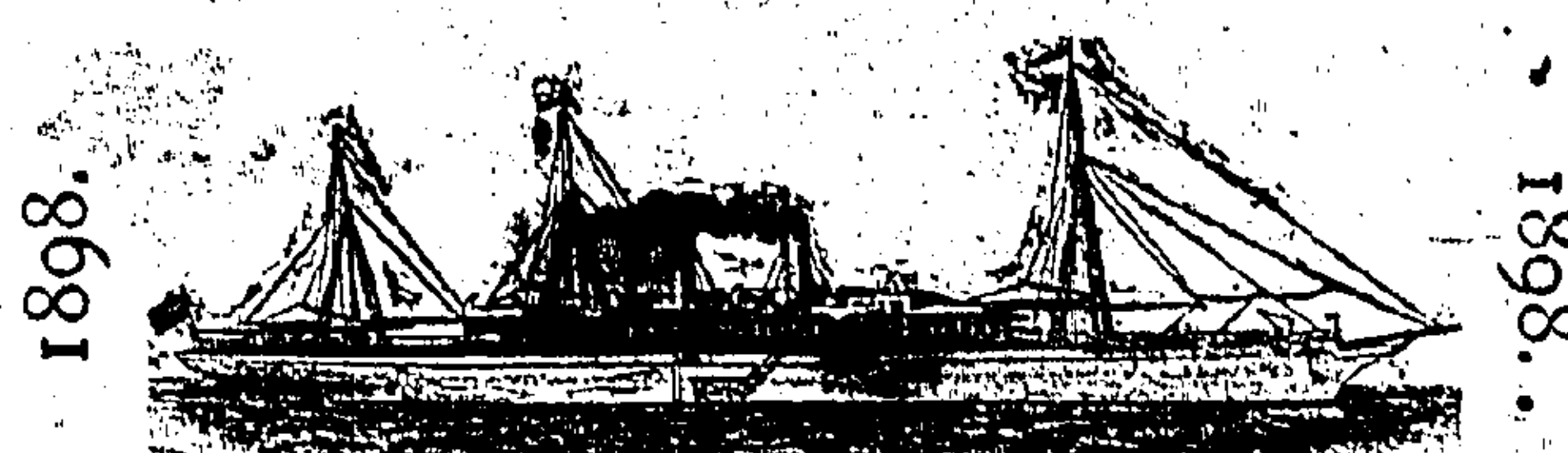
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.  
Hongkong, 12th May, 1898. [1]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 8th June, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 29th June, 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 20th July, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 18th May, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 28th May, at Daylight.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 16th June, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 5th July, at Noon.

THE Company's Steamship  
"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 28th May, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1898.

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S PATENT'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMAN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & G. SPECIAL LIQUORSCOTCH WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 10th May, 1898.

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 7th June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 16th July, at Noon.

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 4th Aug., at Noon.

THE U. S. Mail Steamship  
"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 7th June, at Noon, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, for San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Central America, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent